

INDUSTRIAL REVIEW

Portland—The Willamette Iron & Steel Works has shipped six marine boilers to Tacoma, Washington, where they will be installed by the Todd Shipbuilding Company, in the ships that are being outfitted there.

North Bend—The North Bend Milk Condensery will reopen in a short while with an enlarged plant capacity. The new plant will then be in a position to handle the large orders that it strived to fill before the new plant was added.

Astoria—Astoria is installing a berry canning factory which will cost in the neighborhood of \$15,000. This will furnish employment for many.

Portland—Sawmills in the northwest are again resuming operations rapidly and many of the old mill workers who are temporarily unemployed will welcome the news.

Roseburg—The California Packing Company is planning to erect a packing plant in this city.

Over 100 miles of hard surfaced road will be constructed in Douglas county during the next few months, if the present plans materialize.

Canyon City—The contract has been let for the grading and graveling of 7.2 miles of the John Day highway. The cost will be approximately \$111,246.15.

Echo—The Hill Road from Echo to Pendleton is now undergoing a course of repair. Other work on the road will be started soon.

North Bend—The Buehner Lumber Company reduced the wages of its employees on April 1st, from \$4.00 to \$3.20 per day.

Hood River—The "Dee Mill" of the Oregon Lumber Company will resume operations sometime during this month and many workers will be given their old positions.

Portland—The demand for logs in Oregon is increasing daily, due to the resumption of operations by the numerous lumber mills of Western Oregon and Washington.

Cottage Grove—The highway between Walker and this city is to receive financial assistance from the Southern Pacific railroad.

Portland—Representatives of seven coast counties have organized a publicity campaign for the Roosevelt highway project, and they are carrying a \$2,500,000 bond issue for financing the highway.

Banks—A large amount of lumber has been shipped during the last month by the Cedar Valley Lumber Company of this city.

Portland—The public dock commission is strongly in favor of the construction of a 12,000-ton dry dock, to be built as soon as possible.

Sutherlin—Plans are being made here for the building of a fruit drier, the cost being estimated at \$50,000.

Pendleton—The Standard Oil Company is to expend between \$25,000 and \$30,000 in the construction of some new buildings here.

Sherwood—The Clackamas County Hop Farming Company has received a large contract from foreign buyers for 30,000 pounds of hops at 25 cents a pound.

Sheridan—Plans have been completed for the paving of the highway between Sheridan and Willamina. Work will begin as soon as possible.

Willamette, Fulton and West Linn will build a school, the cost of which will be about \$62,000.

Astoria—A \$65,000 apartment house will be erected here soon. It is to be a strictly modern apartment in every respect.

Liberty Bonds

Bought and Sold
at Market Quotations

SHERMAN M. MILES

Farmers,
Attention!

Now is the time to plan your 1919 crops. If you desire to grow crops for the Cannery, get in touch with us so we may know the kind and quantity you wish to grow. We will make arrangements to take care of the crops you desire to grow, if you advise us in time, so that we can prepare for it.

SEEDS

We have a complete line of SEEDS, and can make prices as cheap as those in Portland. Patronize your home town and help YOURSELF.

COLUMBIA RIVER
CANNING & PRODUCE
COMPANY

SUMMONS

STATE OF OREGON) ss
County of Columbia)
IN THE CIRCUIT COURT OF COLUMBIA COUNTY.

In the Matter of J. T. Adams, Plaintiff, and Sylvester Davis, Defendant.

J. T. Adams is held and bound unto Sylvester Davis in the sum of three thousand dollars to deed Sylvester Davis one-half of the South one-half of the Northwest one-fourth of the Northeast one-fourth of Section Eighteen; plaintiff to receive one-half interest in a pipe and spindle cutter and thresher.

Sylvester Davis is held and bound in a like sum to cause the patent to be issued jointly to himself and J. T. Adams; the patent not having been issued and Sylvester Davis having a deed to the above mentioned property by fraudulent pretenses and refusing to cause the patent to be issued or to pay for land, J. T. Adams asks the Court set aside the deed to said land. Plaintiff claims attorney's fees and cost and disbursement. The consideration for the land was Fifteen Hundred dollars.

I, J. T. Adams, being first duly sworn, say that the above statement is true.

J. T. ADAMS.
Subscribed and sworn to before me this 14 day of January, 1919.

RICHARD SESSEMAN,
Notary Public for Oregon.
My commission expires April 3, 1919.
(Seal) 12-18-71

ALIAS SUMMONS

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF COLUMBIA.

Eva White, Plaintiff,
vs.
Roland A. White, Defendant.

To Roland A. White, Defendant.

In the Name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled Court and cause on or before the 26th day of April, 1919, that being the first judicial day after the last day for the publication of summons as prescribed by the Order of Publication of Summons herein, and if you fail so to appear and answer as herein directed, plaintiff will apply to the above entitled Court for the relief prayed for in plaintiff's complaint, to-wit: For a decree of the above entitled Court dissolving the bonds of matrimony now and heretofore existing between plaintiff and defendant herein.

This summons is served upon you by virtue of an order made by the Honorable James A. Eakin, Judge of the above entitled Court on the 4th day of March, 1919, which prescribes that the summons in this suit shall be served upon you by publication thereof once a week for six consecutive weeks in the St. Helens Mist, a newspaper in general circulation in the County of Columbia and State of Oregon, and that the first publication thereof be had on the 7th day of March, 1919 and the last publication on the 25th day of April, 1919.

RALPH A. COAN,
Attorney for Plaintiff.
633 Pittcock Block, Portland, Oregon.

SUMMONS FOR PUBLICATION IN FORECLOSURE OF TAX LIEN

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR COLUMBIA COUNTY.

H. M. Wharton, Plaintiff,
vs.
J. H. Drake and also all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint herein, Defendants.

To J. H. Drake, the above named defendant,

In the Name of the State of Oregon: You are hereby notified that H. M. Wharton the holder of Certificate of Delinquency numbered 193 issued February 17, 1917 by the Tax Collector of Columbia County, Oregon, for the amount of Three and 10-100 Dollars, the same being the amount then due and delinquent for taxes for the year 1914 together with penalty, interest and costs thereon upon the real property assessed to you, of which you are the owner as appears of record, situated in said County and State, to-wit: Lots numbered Ten, Eleven and Twelve in Block numbered Forty-five, in the Town of Columbia City, Oregon.

You are further notified that said H. M. Wharton has paid taxes on said premises for subsequent years as follows:

On February 17, 1917, he paid \$2.48 taxes for 1915; on January 22, 1918, he paid \$1.76 taxes for 1916; and on June 8, 1918, he paid \$2.07 for 1917, with interest on said amounts at 15 per cent per annum.

Said J. H. Drake as the owner of the legal title of the above described property as the same appears of record, and each of the other persons above named are hereby further notified that said H. M. Wharton will apply to the Circuit Court of the County and State aforesaid for a decree foreclosing the lien against the property above described, and mentioned in said certificate. And you are hereby summoned to appear within sixty days after the first publication of this summons exclusive of the day of said first publication, and defend this action or pay the amount due as above shown together with costs and accrued interest and in case of your failure to do so, a decree will be rendered foreclosing the lien of said taxes and costs against the land and premises above named.

This summons is published by order of the Honorable W. J. Fullerton, Judge of the County Court of the State of Oregon for the County of Columbia, and said order was made and dated this 10th day of February, 1919, and the date of the first publication of this summons is the 14th day of February, 1919.

All process and papers in this proceeding may be served upon the undersigned residing within the State of Oregon, at St. Helens, Oregon.

J. W. DAY,
Attorney for the Plaintiff.
9-17-91

NOTICE OF FINAL SETTLEMENT

Notice is hereby given by the undersigned that she has filed her final account and final report and petition for distribution as executrix of the estate of Harvey M. Fowler, deceased, and that the County Court of the State of Oregon, for the County of Columbia, in which court the administration of said estate is being had, has set Wednesday, the 16th day of April, 1919, at ten o'clock in the forenoon thereof, as the time, and the Court Room of said Court in St. Helens as the place of hearing and passing upon said account, report and petition, at which time and place any person interested in said estate may file objections in writing to the same, or any part thereof.

FLORA M. FOWLER,
Executrix.
W. H. Powell,
Attorney for Executrix. 13-17-51

For Bilious Troubles

To promote a healthy action of the liver and correct the disorders caused by biliousness, Chamberlain's Tablets are excellent. Try them and see how quickly they give you a relief for your food and banish that dull and stupid feeling.

FIRE! FIRE! FIRE! FIRE!

See E. E. Quick, St. Helens, and insure your property in the Oregon Fire Relief Association of McMinnville, Oregon. Don't put it off.

M. D. KUNDSON, Agent.

ST. HELENS-PORTLAND AUTO LINE

FRANK SHEPARD, Prop.
SCHEDULE

	A. M.	P. M.
Lv. St. Helens.....	7:30	1:30
Warren.....	7:45	1:45
Scappoose.....	8:00	2:00
Ar. Portland.....	9:20	3:20
Lv. Portland.....	10:00	4:00
Ar. St. Helens.....	11:50	5:50

Saturdays and Sundays
Special trip leaving St. Helens 6 p. m.
Leave Portland 11 p. m.

ST. HELENS ROUTE
via Willamette Slough
THE PEOPLES BOAT

STR. AMERICA

Leaves Portland daily - 2:30 p. m.
(Sunday 1:30 p. m.)
Arrives St. Helens - 6:00 p. m.
(Sunday 3:30 p. m.)

Leaves St. Helens - 6:15 a. m.
Arrives Portland - 10:15 a. m.

H. HOLMAN, Agent

Makes all way landings. Wharf foot Alder street. Phones: Main 8323, A-4204.

FRANK WILKINS, St. Helens Agent.

M. HOVEN

Steamer RUTH
SAFE, SPEEDY SERVICE
TOWING, JOBBING

Passenger accommodations for 100

Landing at City Dock

Lynch & Muhr

HAIR CUTS, SHAVES,
SHAMPOOS

Everything in the Barber
Line done up in Style

Our shop is Strictly Clean
and Sanitary

Come in and See us

ST. HELENS

All Buses Call at Hotel
Courteous Treatment

STOP AT

ORCADIA
HOTEL

THOS. ISHSTER, Prop.

Rates—\$1.25 per day and up

Chicken Dinner, 50 cents

Special Rates to Regular Boarders

Hello, Central! A 121

Yes, Bennett's Barber Shop.

Quick and good service

The Gasoline Problem
of Supply and Demand

The second of a series of three statements

The war directed attention to the need of petroleum conservation. Speaking on this subject, Mark L. Requa, General Director, Oil Division, United States Fuel Administration, recently said:

"The disproportion between the supply of and demand for gasoline is enormous and constitutes a critical problem.

"Projected at the percentage of increase, 1904-1914, we should require in 1927 something like 700,000,000 barrels of petroleum. In 1918 our total production was only 350,000,000 barrels."

To meet this situation both the petroleum and automobile industries have for several years been making every effort. The problem has been approached from every angle:

- The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production.
- The oil refiners, with the help of their chemical engineers, are ever devising new and improved processes of refining by which they squeeze every possible drop of gasoline out of each barrel of petroleum.
- The automotive engineers have aided much in gasoline conservation by their constant improvement of automobile engines and methods of carburization. Their efforts are to secure the operation of automobiles on grades of gasoline that permit the maximum production of this motor fuel from each barrel of crude oil and which, at the same time, will give the greatest power and mileage from each unit of gasoline consumed.

All these methods are succeeding to a marked degree, and yet gasoline consumption is increasing much faster than production.

Facing these bald facts last summer, it became evident to President Wilson and the United States Fuel Administration that there was virtually as great need for gasoline conservation as for food conservation.

In consequence the United States Fuel Administration requested Eastern states to discontinue entirely all non-essential use of passenger automobiles, and for a time this request was so extended that only automobiles in Government, emergency or war service were in use on Sunday. These limitations were not extended to the Western states, because at the time there was enough gasoline being produced in California for Pacific Coast needs and its distribution did not require the use of transcontinental transportation facilities needed for war.

It was part of this same campaign to conserve gasoline that led President Wilson to appoint a Government committee to determine and adopt standard

specifications for gasoline and other petroleum products.

This committee consisted of the United States Fuel Administration and representatives of the War and Navy Departments, the United States Shipping Board, the Director General of Railroads, the Bureau of Mines and the Bureau of Standards.

The committee was assisted and advised by technical experts from each of these departments and bodies.

After extended discussions, exhaustive tests and experimentation, this Government committee adopted standard specifications for gasoline, not only for aviation purposes, but also for general motor use on land and sea.

These United States Government specifications were drawn up with a view to providing a grade of gasoline that would meet every practical requirement and yet allow maximum production. They deal with the problem on the basis of the best utilization of our petroleum resources, and the maintenance of reasonable prices to the consumer.

Drafted as they were by impartial Government experts, these United States Government gasoline specifications are today being generally considered as the most practical standard for gasoline. They insure an efficient and satisfactory gasoline and at the same time have due regard for the necessity of petroleum conservation.

The gasoline being furnished today is more powerful and gives greater mileage than the gasoline of ten years ago. Its use is made possible by the improvements in automobile engines and methods of carburization. To go back to the gasoline of ten years ago would be to accept a more highly volatile but less powerful gasoline giving less mileage. It would also result in decreasing the production and increasing the cost of gasoline.

All Red Crown gasoline now being supplied in the Pacific Coast states is refined to conform with the United States Government standard specifications. It has the full, uniform chain of boiling points necessary for full-powered, dependable gasoline: Low boiling points for easy starting, medium boiling points for quick, smooth acceleration, and high boiling points for power and mileage.

STANDARD OIL COMPANY
(California)

